

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. No.: 3142-01
Bill No.: HB 1182
Subject: Aircraft and Airports: Governor
Type: Original
Date: March 19, 2002

FISCAL SUMMARY

ESTIMATED NET EFFECT ON STATE FUNDS			
FUND AFFECTED	FY 2003	FY 2004	FY 2005
Total Estimated Net Effect on <u>All</u> State Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON FEDERAL FUNDS			
FUND AFFECTED	FY 2003	FY 2004	FY 2005
Total Estimated Net Effect on <u>All</u> Federal Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON LOCAL FUNDS			
FUND AFFECTED	FY 2003	FY 2004	FY 2005
Local Government	\$0	\$0	\$0

Numbers within parentheses: () indicate costs or losses.
This fiscal note contains 4 pages.

FISCAL ANALYSIS

ASSUMPTION

Officials from the **Office of the Governor** stated, in response to an identical proposal, that the proposal would not affect their agency.

Officials from the **Department of Public Safety - Office of the Adjutant General** stated, in response to an identical proposal, that the proposal would not affect their agency, fiscally.

Officials from the **Office of Administration - Division of General Services** stated the proposal would not have fiscal impact because private use of state aircraft would be reimbursed. They also noted that reimbursable costs would be handled through the Office of Administration Revolving Fund under existing appropriation authority.

Officials of the **Department of Transportation, Office of Administration - Division of Budget and Planning** and the **Lieutenant Governor** stated that the proposal would not affect their agencies.

Officials of the **Secretary of State (SOS)** stated that this proposal would require the Governor, Lieutenant Governor and the flight operations division of the Office of Administration to promulgate rules pertaining to the use of private aircraft for the Governor's private business and the flight conditions, reimbursement for use of state aircraft, as well as other general clearances and safety concerns. Based on experience with other divisions, the rules, regulations and forms issued could require as many as 6 pages in the *Code of State Regulations*. For any given rule, roughly half again as many pages are published in *Missouri Register* as in the *Code* because cost estimates and fiscal notes are not repeated in the *Code*. The estimated cost of a page in the *Missouri Register* is \$23. The estimated cost of a page in the *Code of State Regulations* is \$27. The estimated cost of publication in FY 2003 for this proposal is \$369. Actual cost could be more or less and costs in future years would depend upon frequency and length of rules filed, amended, rescinded or withdrawn.

Oversight assumes the SOS could absorb the costs of printing and distributing regulations related to this proposal. If multiple bills pass which require the printing and distribution of regulations at substantial costs, the SOS could request funding through the appropriation process. Any decisions to raise fees to defray costs would likely be made in subsequent fiscal years.

<u>FISCAL IMPACT - State Government</u>	FY 2003 (10 Mo.)	FY 2004	FY 2005
	\$0	\$0	\$0
<u>FISCAL IMPACT - Local Government</u>	FY 2003 (10 Mo.)	FY 2004	FY 2005

FISCAL IMPACT - Local Government

FY 2003 (10 Mo.)	FY 2004	FY 2005
\$0	\$0	\$0

FISCAL IMPACT - Small Business

No direct fiscal impact to small businesses would be expected as a result of this proposal.

DESCRIPTION

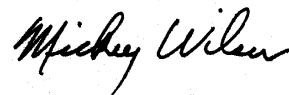
This proposal would require the Division of Flight Operations to give safety clearance for unpaid flights made by the Governor in a private plane if flight conditions were not within guidelines established by the Division. If conditions were not acceptable, the Division, on its own or in conjunction with the Missouri Air National Guard, would arrange for the flight.

The proposal would also require the Governor to reimburse the state for any private business use of a state plane.

his legislation is not federally mandated, would not duplicate any other program and would not require additional capital improvements or rental space. The proposal would not affect Total State Revenue.

SOURCES OF INFORMATION

Office of Administration
 Division of General Services
 Division of Budget and Planning
Office of the Governor
Department of Public Safety
 Office of the Adjutant General
Department of Transportation
Office of the Lieutenant Governor
Secretary of State



Mickey Wilson, CPA
Acting Director

March 19, 2002